Form 10-300 (Rev. 6-72)

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### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

Cook	
FC	R NPS USE ONLY

STATE: Illinois

TOWN TOWN	FOR NPS USE ONLY
(Type all entries - complete applicable sections)	ENTRY DATE
1. NAME	-
Dearborn Station (also known as Polk S	Stroot Station)
AND/OR HISTORIC:	street Station)
The second secon	
2. LOCATION	
STREET AND NUMBER:	
47 West Polk Street, at Dearborn Stree	ST RESSIONAL DISTRICT:
Chicago	ALLESSONAL DISTRICTS
STATE CODE COUNT	TY: CODE
Illinois	Cook
3 CLASSIFICATION	
CATEGORY (Check One)  OWNERSHIP	STATUS ACCESSIBLE TO THE PUBLIC
District X Building Public Public Acquisition:	(X) Occupied Yes:
Site Structure A Private In Process	Unoccupied Restricted
□ Object □ Both □ Being Consider	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	in progress, No
PRESENT USE (Check One or More as Appropriate)	
☐ Agricultural ☐ Government ☐ Park	Transportation Comments
Commercial Industrial Private Residence	Other (Specify)
☐ Educational ☐ Military ☐ Religious ☐ Entertainment ☐ Museum ☐ Scientific	
4. OWNER OF PROPERTY	
OWNER'S NAME:	. 1 4
Chicago and Western Indiana Railroad	1
47 West Polk Street	ú
	ATE: CODE
l des d	Illinois
5. LOCATION OF LEGAL DESCRIPTION	
Recorder of Deeds, Cook County	CO
STREET AND NUMBER:	0 0 2
118 North Clark Street	1
CITY OR TOWN:	ATE CODE
Chicago	Illinois
6: REPRESENTATION IN EXISTING SURVEYS	
Historic American Building Survey	See
	State County Local
Library of Congress	State County Local
STREET AND NUMBER:	
CITY OR TOWN:	ATE: CODE
Washington	istrict of Columbia

	1	(Check One)							
CONDITION	☐ Excellent	K Good	☐ Foir	Deteriorated	Ruins	Unexposed			
	1	(Check Or	1e)		(Ch	eck One)			
	'⊠ Alter	red	Unaltered	1	☐ Moved	X Original Site			

ORIGINAL

The building is a railroad passanger terminal for eight tracks abutting a freight terminal and trainshed that are not included in this nomination. The terminal stretches for 212 feet along Polk Street where its principal facade faces Wings project to the south along Plymouth Place (where extensive original paving survives) on the east and Federal Street on the west.

The terminal is of masonry construction with cast iron structural elements and resting on spread footings. exterior masonry is a combination of pink granite, red brick, and red ornamental terra cotta, all enriched with cut and cast mouldings and details.

The terminal building is organized into four elements. Two are the three-story corner blocks. The third is a two story (now three story) recessed central section, and the last is a high clock tower. The eastern corner block was originally the entrance to the terminal waiting rooms and is larger than the west corner block. It had four arches on its east face and three on its north face. The tower is set west of the center of the recessed central section, relieving the building of monotony arising from symmetry and allowing the height of the tower to balance the larger mass of the eastern corner block.

The walls rest on a rusticated granite sill that varies in height. It has one stone above grade along the central section and western corner block, becomes a half story high on the eastern corner block, and rises to one and a half stories under the clock tower. The masonry above this base is of common bond pressed brick with occasional horizontal bands defining string courses and with cornices of ornamental terra cotta. Arched openings appear on the first and third floors, and rectangular openings framed by moulded bricks are used on the second floor.

Originally, the roofing consisted of independent roof structures on each of the four sections. Hipped roofs appeared above each corner block, a gabled roof on the central section. and a steep, broken pitched Flemish Gothic roof on the tower. The roofs were ornamented with horizontal bands of different colored slates and by dormer windows. The dormers were triangular in shape and contained an arched window.

The most striking feature of the building is its clock tower which makes the building highly visible at the foot of Above its limestone base a simple brick Dearborn Street. shaft ascends far above the roof line. The shaft has an arched window near the bottom, three sets of slit windows along its height, and a grouping of three windows on each face just below a bracketed cornice. Above this is a rectangular below a bracketed cornice. Above this is a rectangular block containing the clock set within a highly textured field; this was originally topped by the roof.

The interior originally contained fireplaces and other ornate and useful appointments. The main waiting room is in Form 10-300a (July 1969)

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(Continuation Sheet)

STATE Illinois	
Cook	- ·
FOR NPS USE ON	LY
ENTRY NUMBER	DATE

(Number all entries)

6. (con)

Illinois Historic Structures Survey state 1972 1800 South Prairie Avenue Chicago, Illinois

Eommission on Chicago Historical and Architectural Landmarks local 1972 320 North Clark Street, Room 800 Chicago, Illinois

Landmarks Preservation Council and Service Inventory local 1974 407 South Dearborn Chicago, Illinois

7. (con.)

the central section and contains an open well between the first and second floors.

#### PRESENT CONDITION

On December 21, 1922, a fire swept through the upper portions of the building. Within a matter of weeks the engineering department of the Santa Fe Railroad had completed the necessary rebuilding, basing its design on that of Solon S. Beman's Grand Central Station (1889-90; destroyed), according to the railroad's magazine (The Santa Fe Magazine, vol. XVII, no. 3, 1923, p. 35). The roofs on the corner blocks and tower were replaced with flat ones not visible from the ground, thus depriving the building of its dramatic massing. The central two story section was given an additional story that repeated the design of the floor below; it too was given a flat roof. This addition had the effect of producing a more compact sense of mass for the building that is very much in keeping with its masonry forms and helps to compensate for the loss of the high roofs.

Other alterations have been less consequential. The portcochere that originally appeared only before the east corner block has been extended across the the front to the western corner block and along the east face of the western block. During an entrance remodeling in 1946 the ground floor

Form 10-300a (July 1969)

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(Continuation Sheet)

STATE	
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7. (con. -2-)

was altered but without substantial loss to the fabric. The arches remain, although they have been bricked up. The entire interior has been remodelled, but the two story space of the waiting room remains, as does the ornate stair railing of the clock tower.

PERIOD (Check One or More as			
	16th Century		20th Century
☐ 15th Century	☐ 17th Century	19th Century	
SPECIFIC DATE(S) (If Applicat	ole and Known) 188	3-84	
AREAS OF SIGNIFICANCE (Ch	eck One or More as Approp	riate)	
Abor Iginal	☐ Education	Political	∭ Urban Planning     —
Prehistoric	Engineering	Religion/Phi-	Dther (Specify)
☐ Historic	☐ Industry	losophy	
Agriculture	Invention :	Science	
		Sculpture	
Commerce	Architecture  Literature	Social/Human-	
Communications	_	itarian — —	
Conservation	Military	☐ Theater	
	Music	▼ Transportation	
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architect, Cyrus	T.W. RIATIE	INSTANCE ROMANES	que suyte. Its
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commercial build:	ings, had beer	i a collaborator	with Honny U
Richardson on the	e New York Sta	te Capitol in A	lbany. This
is his only work	in Chicago, a	and one of his be	est works anywher
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	Carroll L.V. Meeks, The Railroad Station, New Haven, 1956.											6.	
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As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is: Local [ National State

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date ATTEST:

Keeper of The National Register

Date